

The Hongkong Telegraph.

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FRIDAY, AUGUST 24, 1906.

五洋

四月八英港

\$0 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$10,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. HAUPT, Esq., Chairman.

G. H. Medhurst, Esq., Deputy Chairman.

E. Goetz, Esq. R. Shaw, Esq.

Hon. Mr. W. J. Gresson N. A. Siebs, Esq.

C. R. Learmann, Esq. H. A. W. Slade, Esq.

D. M. Nissim, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

ACTING CHIEF MANAGER:

Hongkong—H. E. R. HUNTER.

ACTING MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per annum.

For 6 months, 4½ per cent. per annum.

For 12 months, 5 per cent. per annum.

H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 20th August, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$1,750,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow Kobe

Peking Singapore Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshauer & Co.

Mendelsohn & Co.

M. A. von Rothschild, & Soehne

Jacob S. H. Stern

a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koch.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENCY.

DIRECTION PER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Manager.

Hongkong, 26th May, 1906. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).

RESERVE FUND FL. 5,000,000 (\$417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatap, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Telok-Semawa (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangalore, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4% do.

Do. 3 do. 3½ do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906. [28]

DENTAL SURGEON.

G. DE PERIN D'ORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906. [67]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1866.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 21,000,000
CAPITAL UNCALLED " 3,000,000
RESERVE FUND " 10,300,000
SPECIAL RESERVE FUND " 1,000,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO. HONOLULU. SHANGHAI.
NAGASAKI. NEWCHOWANG.
LYONS. SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENSIN. CHEROO.
PEKING. DALNY.
KOBE. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARSONS' BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 14th May, 1906. [19]

THE CHARTERED BANK OF INDIA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £800,000
INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. PER ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 percent.

6 " 4 "

3 " 3 "

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS GOLD \$10,000,000.
AUTORISED GOLD \$10,000,000.
CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.,
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:
For 12 months 4½ per cent. per annum.

6 " 4 "

3 " 3 "

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [20]

HONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED,

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vieux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 11th July, 1905. [67]

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

SIEMSSSEN & Co.

Hongkong 18th May, 1906. [18]

Mails.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	W. A. Valentine.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.		

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA-STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569 "	C. Butchart.

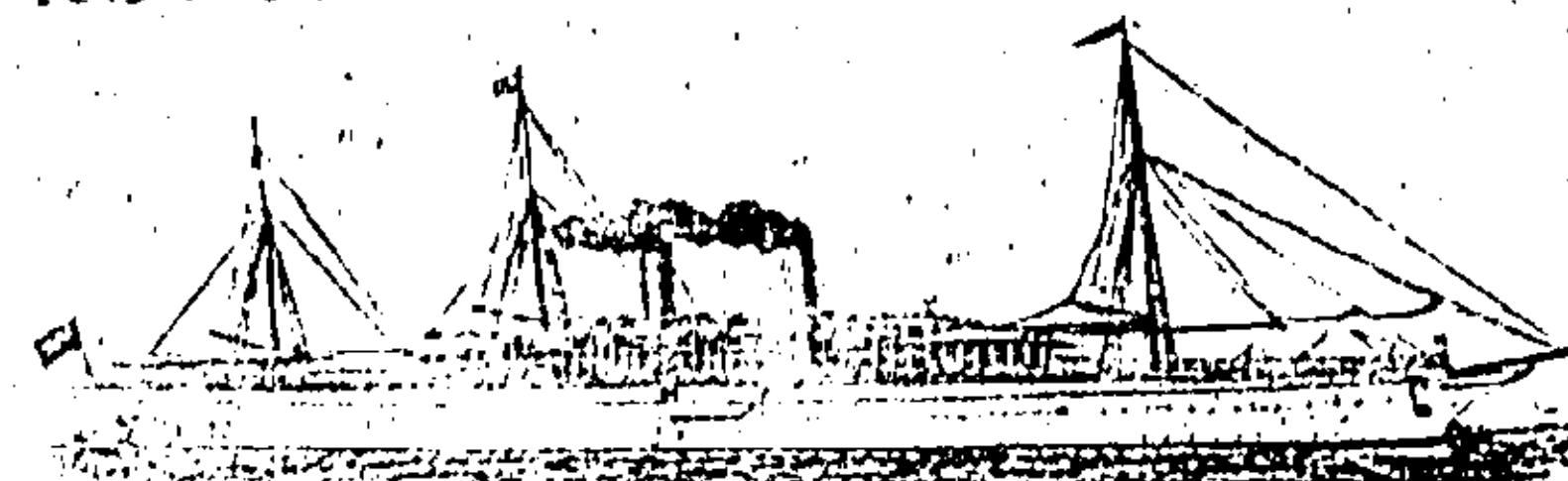
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Muhsing, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tai-Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).
R.M.S.	Tons	LEAVE HONGKONG. ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, August 30, September 17
"ATHENIAN"	3,882	WEDNESDAY, September 12, October 6
"EMPERESS OF JAPAN"	6,000	THURSDAY, September 27, October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3, October 27
"EMPERESS OF CHINA"	6,000	THURSDAY, October 25, November 12
"TARTAR"	4,125	WEDNESDAY, October 31, November 24
"EMPERESS"	steamer will depart from Hongkong at 4 P.M.	Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI, (through the INLAND SEA of JAPAN); KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21½ days, from YOKOHAMA, and 20½ days from HONGKONG.

Hongkong to London, 1st Class, £100. 1/4 St. Lawrence £60. 1/4 New York £62.

Hongkong to London, Intermediate on £40. 1/4 Steamer, and 1st Class on Railways £42.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry 1st Intermediate.

Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to 1st points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya,

Hongkong, 18th August, 1906.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.

1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 11th August, 1906.

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THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ...1,309...T. R. MEAD.

"KWONG TUNG" ...1,218...H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...\$4.

Meals\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

1st Class single \$1 with cabin berth\$2.00

" " return \$2 " " " 3.00

Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

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TRAITS.

IMPERIAL GERMAN MAIL LINES. NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIQ PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ EITEL FRIEDRICHWEDNESDAY, 29th August.

SACHSENWEDNESDAY, 12th September.

PRINZ HEINRICHWEDNESDAY, 26th September.

GNEISENAUWEDNESDAY, 10th October.

PRINZ LUDWIGWEDNESDAY, 24th October.

PRINZESS ALICEWEDNESDAY, 7th November.

ROONWEDNESDAY, 21st November.

BUELLOWWEDNESDAY, 5th December.

PRINZ REGENT LUFTPOLDWEDNESDAY, 19th December.

PRINZ EITEL FRIEDRICHWEDNESDAY, 2nd January, 1907.

SELDLVITZWEDNESDAY, 16th January.

PRINZ HEINRICHWEDNESDAY, 30th January.

GNEISENAUWEDNESDAY, 13th February.

PRINZ LUDWIGWEDNESDAY, 27th February.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the intention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

</div

Intimation.**SPECIAL.****Powell's****ALEXANDRA
BUILDINGS**

Are now showing a
Splendid Variety
of
**FASHIONABLE
GOODS**
at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

**HOLLAND
and
DRILL
SKIRTS**

Well Cut,
Newest Shapes,
from \$5 each.

**MUSLIN
BLOUSES**Smart, Dainty.
All Prices.**KID BELTS**

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.
Latest Shapes,
from \$1.50 each.

LINEN BELTS

will wash splendidly
can be laundered like
a linen collar.

Adjustable Clasps

**SPECIAL PRICE
\$1 each.****POWELL'S
Alexandra Buildings.**

Hongkong, 11th August, 1906.

Intimations.**E. A. J. CHOTIRMALL & CO.,
8, D'AUGUAR STREET.****NEWLY OPENED SILK STORE.****Indian, Chinese and
Japanese Silk Goods.****Just Arrived.****SOCKS (Linen) LADIES' AND
GENTLEMEN'S.****GENTLEMEN'S SILK UMBRELLAS.****SILK, KIMONOS, LADIES' BLOUSES
AND SHAWLS.****SANDALWOOD BOXES (INLAID).****HANDKERCHIEF BOXES, GLOVE
BOXES.****MONEY BOXES, &c.****LINEN HANDKERCHIEFS, JAVA
SERONGS.****MANDARIN COATS, COTTON
SHIRTS.****SILK LACE SCARFS AND SHAWLS.****Prices exceptionally cheap.****Inspection earnestly solicited.**

Hongkong, 28th May, 1906.

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**E. R.
EVENING CONTINUATION CLASSES.****EVENING CLASSES for instruction in
COMMERCIAL, ENGINEERING,
and SCIENCE SUBJECTS will be held at
QUEEN'S COLLEGE, commencing WED-
NESDAY, October 3rd.****Particulars and Prospectus may be obtained
on application to the Undersigned or at the
Registrar General's Office.****W. H. WILLIAMS,
Organizing Secretary.**

Hongkong, 16th August, 1906.

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NIKKO CO.**WHOLESALE AND RETAIL DEALERS,
in all kinds of****JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.****At Moderate Prices,****Orders Promptly Executed.****No. 5, ARSENAL STREET,
Hongkong.**

Hongkong, 28th April, 1906.

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**F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
Ground Floor,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.****SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GFEV PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.****etc.****P. & O. SPECIAL LIQUER SCOTCH
WHISKY, &c.****EVERY KIND OF
SHIP'S STORES AND REQUISITES****ALWAYS IN STOCK****AT
REASONABLE PRICES.**

Hongkong, 1st March, 1906.

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FURNITURE WAREHOUSE**LI KWONG LOONG & CO.,
司 公 仁 國 生****CABINET-MAKERS AND ART DECORATORS,****from Shanghai, have re-opened their****FURNITURE STORE****AT****No. 35, DES VŒUX ROAD CENTRAL.****The only Shop in Hongkong with this name.****WHERE HIGH-CLASS FURNITURE****of every description can be made to****order in any design required.****Have been patronised by the Hongkong Club,****Hongkong Hotel, Telegraph Co., Meats, A.****S. Watson & Co., Ltd., Firms and other leading****Establishments in the Colony, to whom reference****may be made as to the Superior Work-****manship and Materials of the Furniture, &c.,****supplied.****Messrs. A. S. Watson & Co., Ltd. write as****follows:—****"We have pleasure in stating that Mr. Li****KWONG LOONG furnished the Annex****to our Dispensary and gave us every satis-****faction."****(Sd.) A. S. WATSON & CO., LTD.****ORDERS punctually attended to, and****CHARGES most moderate.****AN INSPECTION INVITED.**

Hongkong, 1st March, 1906.

To Let.**TO LET.****TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.****Floor Area 6,000 square feet each.****Apply to—****JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906.**

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TO LET.**HOUSES in MORRISON HILL GAP ROAD
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.****EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wan Chai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.****GODOWN, No. 9, "WILD DELL" BUILD-
INGS.****Apply to—****PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.**

Hongkong, 24th July, 1906.

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TO LET.**ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.****Apply to—****THE SECRETARY,
Hongkong Hotel Co., Ltd.**

Hongkong, 9th July, 1906.

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TO LET.—FURNISHED.**FROM 1ST OCTOBER TO 30TH APRIL NEXT.****"THE NEUK," MOUNT KELLET, PEAK
and Garden.****Apply by letter only to—****HO TUNG,
"Idewild,"
Seymour Road.**

Hongkong, 31st July, 1906.

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TO LET.**NO. 2, OLD BAILEY.****Apply to—****ARRATOON V. APCAR & CO.,
45, Wyndham Street.**

Hongkong, 8th August, 1906.

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TO LET.**A HOUSE in WONG-NEI-CHONG ROAD.****"HAYTOR," THE PEAK.
Immediate Possession.****OFFICES in KING'S BUILDING and
YORK BUILDING.****GODOWNS on PRAYA EAST.****A HOUSE in CLIFTON GARDENS, Con-
duit Road.****A HOUSE in RIFTON TERRACE,
FLATS in MORETON TERRACE.****Apply to—****THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**

Hongkong, 15th August, 1906.

[72]

TO LET.**GODOWN, No. 3, NEW PRAYA, Kennedy
Town.****Apply to—****THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**

Hongkong, 1st August, 1906.

[79]

TO LET.**A HOUSE in KNUTSFORD TERRACE,
KOWLOON.****Apply to—****THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**

Hongkong, 31st July, 1906.

[78]

SHAMEEN, CANTON.**TO LET.****N. O. 2, WEST END TERRACE.****Apply to—****THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**

Hongkong, 5th July, 1906.

[703]

For Sale.**A. CHAZALON & CO.****JUST UNPACKED.****A. NCHOVY in OIL (Boneless).****SARDINES (Boneless).****Do. AU CITRON.****FISH PASTE for SANDWICH.****PUREE DE FOIE GRAS Do****AND****Other Picnic size tins of PRESERVES.****FRENCH BISCUITS.****HUNTLY & PALMER'S BISCUITS and****CAKES.****CROSSLIE and BLACKWELL'S SAUSAGES,****STREAKY BACON, BATH CHOPS, &c.****ALSO****GERMAN SAUSAGES, ASPARAGUS, and other****VEGETABLES.**

Hongkong, 21st July, 1906.

[61]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.****Portland Cement.**In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.6

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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition:

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

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A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 22nd August, 1906.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 24, 1906.

SNOBBERY IN HONGKONG.

Crown Colonies such as Hongkong seem to breed a special type of the genus snob, who has little or nothing to plume himself upon beyond his stiff-necked latuity and the accident of birth. In many ways those parties in Hongkong who long to be described as the *bon ton* have given evidence of their inalienable right to be considered the salt of the earth, although to lower mortals the salt has lost much of its savour. Living as they do in a vivified atmosphere they are seldom able to comprehend the vitality which flows in less aristocratic blood, and being pitch-forked into high positions they are above the necessity of giving the slightest attention to the doings of what may be called the "lower-level," a term which will be readily understood in Hongkong. But with all their gimcrack pranks and airs, it has generally been allowed that the members of the "hippie suckles," who deign to grace Hongkong with their presence for a few years, are not publicly devoid of a reasonable amount of consideration for those so innately inferior to them in every respect. Of course, we know that trade is taboo in this Colony which lives on nothing but its trade, and anyone bearing the sign-manual of the tradesman must shut himself up in a cellar and pray for his sins. But racial pride and official score are somewhat new features of life in Hongkong. No doubt it is a fine thing to have an ancestry ranging back to that prince of filibusters William the Conqueror, and to number amongst one's stock a host of regicides, rebels,

caterans and unmitigated rogues, but these are things which the wise man says nothing about and would fain try to forget. Lately, however, it would seem that a wave of racial feeling has passed over section of those who are connected with, yet do not belong to, the community. Possibly, in the rarefied air of the heights there is an understood qualification for admittance to the sphere of the blest but it is not made apparent to the public gaze. A circumstance has occurred, however, which shows that it exists in all its pristine beauty. Recently, a gentleman who is known to everybody in Hongkong, whose works of benevolence and philanthropy have been acclaimed by Governor Galore, and by the present occupant of the gubernatorial chair in particular, who is found wherever the people of Hongkong assemble, and who in his own profession has gained a high name for probity—recently that gentleman was induced to become a candidate for membership of a certain club in Hongkong. Nobody dreamt that any possible exception could be taken to his candidature; his record was all that could be desired. Indeed, his record would compare favourably with—but that is beside the question.

At once there was a rustling in the dove-coops. A certain official, who is only here for the time necessary to become entitled to a pension, suddenly developed a mania for racial contrasts. As has been said, the candidate who had been prevailed upon to come forward was all that the rules and regulations of the club required, but what matter rules and regulations when a gentleman holding a portfolio in the Government also holds a racial bias? The candidate, like us Excellency the Governor, was an Englishman; but the candidate, like His Excellency the Governor, was also a

HONGKONG STUDENTS.

It frequently happens that in watching the rapid development of the Chinese on the mainland, their vigour in adopting and following western principles, people are apt to overlook the progress which is being made practically under their eyes. We have noted the rush of the advanced and intelligent section of the Cantonese to bring the capital of South China into line with modern cities; we have recorded the enthusiasm with which operations in connection with the extension of the railway system, the construction of waterworks, the dredging of the river, and the proposals to carry out reproductive works generally have been taken up; and we have also called attention to the eager demand for a higher education among Chinese scholars. But while the native element in Hongkong is to some extent debarrased from interfering with the administration of a Crown Colony, it can and does show the same anxiety to fit its sons and daughters with an education which will enable them to take their place, and an honourable place, among those belonging to the learned professions. It has become a matter of almost daily occurrence to record the success of some Hongkong student at the universities of England and America. Only the other day we were enabled to give a striking picture of adversity conquered by industry, when a student who had passed through Queen's College managed by dint of great perseverance, combined with thrift and ambition, to reach an American university in order to complete his studies. The knowledge he had imbibed at the feet of the Gamaliels of Queen's College had opened his eyes to the advantages of a sound and thorough education. The curriculum of the College had presented no difficulties to him and at length he completed his studies so far as Hongkong was concerned. But as knowledge breeds a craving for knowledge and opens the eyes of the wide-awake youth to the immensity of his ignorance, he determined to acquire the mental polish of the west. Like many another boy in Hongkong and in other parts of the world where education is honoured by the people for its own sake, the student in question had no money. He might knock at the door of the American universities but until he had the wherewithal to pass the gatekeeper he might as well stay at home. This youth had the true spirit. He buckled to work, laboured as a tin-miner, lived on the bare necessities of life and saved money. From one situation to another he went, always keeping his ultimate goal in mind. By a series of chances, they might be called lucky chances were it not that they had been fought for and moulded in the struggle, the youth was selected by the Chinese Government as one of those who should finish their education in America. As the result of his frugality, industry, "self-help" as Smiles would put it, the youth has attained the first part of the aim, attendance at a western university. That is only one case; there are probably many more. He is now one of the band of Hongkong students who are prosecuting their studies in England and America. No doubt, there are several of whom we never hear, those, for example, who show no signs of brilliancy but plod along the laborious path of knowledge. It is very gratifying to parents and guardians to hear that those they are interested in are carrying off gold medals in the teeth of the intellect of western colleges. But while brilliancy and genius are very fine things in their own way, and inspire respect, it is not always the Senior Wrangler whose after-career is most edifying. The occupant of the back benches is very frequently the better man—certainly he "gets there" oftener than the much-belaughed heroes of the university. It is probable, therefore, that there are many attending western universities whose time has not yet come to be described as successful, and all the rest of it. Nevertheless, a goodly proportion of those who have gone from Hongkong are shedding lustre on the Colony. They have not confined themselves to one or any branch of the professions. At the present time, there are Hongkong boys in England qualifying to become barristers, doctors, civil and mechanical engineers, electricians, and, we may take it for granted, financial experts. The other day a batch of Hongkong students were admitted to the English bar. Edinburgh is turning out M.B.'s intended for Hongkong by the dozen, while America is doing her best to supply the needs of Hongkong and China. We hear about the lawyers and the doctors, but we have no means of telling how many are qualifying for the technical professions, mainly because they do not obtain that public prominence which attaches to those who are authorised to heal the sick or to settle—occasionally, it is to be feared, to foster—disputes. All this means that within a few years Hongkong will be in a position to dispense with the carpet-bagger. The affairs of Hongkong will be managed by those who have been born and bred in Hongkong, who owe to Hongkong the position they occupy, and whose home is Hongkong. The only danger is that some of the "starred" men will return with such an exaggerated idea of their own importance that they would fancy it derogatory to their dignity to flick the cigar-ash

off their waistcoat, but we will hope for the best. As a rule Chinese do not become puffed up with foolish pride, but you never know. It is a favourable augury for the future of Hongkong that those students are in training for the real work of the Colony. They are the Empire-builders of the future, for they will not resemble the mass of people who come to Hongkong for a day, having no real interest in the place. It is upon the men who look to Hongkong as their home, where they hope their bones will lie, that the prosperity of the Colony will ultimately rest.

LOCAL AND GENERAL.

The postponed Volunteer gymkhana will take place to-morrow afternoon, weather permitting, at the football ground, Happy Valley, at 4.30 p.m., when the members of the Hongkong Volunteer Troop will be "at home" to their friends.

VICEROY Shun, having heard of a rich coal mine in the Tai-ling Mountains near the village of Sat Tong, says the *Central Daily News*, has ordered the Magistrate of Nam Hoi to take a party of engineers and find out whether the report is correct or not.

"Tell the plaintiff," said his Honour the Puise Judge, in the Summary Court, this morning, "that it is no use for him to come here with witnesses who do not tell the same tale as himself. I cannot understand these circumstances help him, and defendant must get judgment."

YUNG Yung, the barber, of No. 24, Nullah Lane, who was recently charged by Sergeant Lee, with being a member of the Triad Society, was brought up on remand at the Police Court, at noon, to-day. Mr. F. A. Hazelton sentenced him to two months' hard labour and to be deported at the expiration of his term of imprisonment.

At the instance of Sergeant Counsell, of the Water Police Station, four boilermakers were arraigned before Mr. H. H. J. Gompertz, of the Police Court, this morning, charged with being found on board the C. P. R. Company's steamer, *Empress of India*, yesterday, without the consent of the captain. They admitted the charge, and were each asked to pay a fine of \$5.

"I AM not the defendant in this case," said an aged Chinaman when a case was called on before his Honour Mr. A. G. Wise, Puise Judge, presiding in the Summary Court, this morning, "the defendant is a woman." "Well," said his Honour, "who is the woman?" "Well," said his Honour, "who is my wife," replied the ancient one, and the case went merrily on to judgment for plaintiff.

MANY in Hongkong will be pleased to learn of the success of an old Queen's College boy, Mr. Hung Kim Leung, who has just passed his final law examination and been called to the bar in England. Mr. Hung K. Leung was "published" a barrister on the 27th June by Sir Edward Clarke. It is understood that he intends to practice in England for a couple of years before returning to Hongkong.

A FEW days ago, it was mentioned in these columns that the police officer in charge of Bay View Police Station had summoned Messrs. Meyer and Company, owners of the Petroleum Works, at North Point, for discharging petroleum, or petroleum mixed with water, into the harbour. The summons was heard before Mr. F. A. Hazelton and adjourned. It is now stated that the police have withdrawn the summons.

THE Nippon Yusen Kaisha has placed an order with the Mitsui Bishi Yard at Nagasaki for the construction of four steamers, and with the Kawasaki Yard, Kobe, for two steamers. All these vessels are intended to replace the old steamers now running on the European line. A steamer now being constructed at the Mitsui Bishi Yard in place of the *Hitsuchi-maru*, which was sunk by the Russians, is nearly completed, and is expected to be launched shortly.

THE master of the steam launch *Kwong Lung* was summoned by the Water Police, at the Police Court, this morning, for carrying twenty-seven passengers in excess of the number allowed by his licence, on the 20th instant. Inspector Langley, who prosecuted, said this case was a very serious one. The defendant's launch was only registered to carry 46 passengers, but when the police stopped the launch there were 73 passengers on board. The charge was admitted and accused was fined \$50.

CHAN Ah King, well-known at the Magistracy, came before Mr. H. H. J. Gompertz, this morning, charged with allowing his launch, the *Kingfisher*, to ply in the harbour, at 6.30 a.m., on the 20th instant, without a certified engineer on board. Lance-sergeant Counsell said that when he boarded the launch she was coming in from Shau-ki-wan with 80 passengers on board. He was informed that the engineer was ashore. The police took charge of the launch and ran her to Kowloon, where they awaited the arrival of the engineer, who came two hours later. A fine of \$20 was imposed.

A REUTER despatch, of 13th instant, says:—"A terrible tragedy took place in Odessa the other day. An aristocratic young lady committed suicide in a hotel after she had accidentally dropped a bomb into the street below. It is supposed that the bomb was intended to be used to kill General Kaulbars. The lady was a daughter of the General commanding the troops at Warsaw. She was educated with the daughter of General Kaulbars, and before committing the desperate deed she wrote a letter stating that she belonged to a Society of Terrorists, and that she was commissioned to kill General Kaulbars.

The coxswain of the steam-launch *Gretchen* was charged this morning, before Mr. F. A. Hazelton, at the Police Court, and ordered to pay a fine of \$2 for plying in the harbour, at 2.30 a.m., on the 14th instant, without carrying a bright light at his masthead.

SERGEANT Lee, of No. 2 Police Station, executed a gambling raid at No. 10 Ship Street, yesterday afternoon, and succeeded in capturing sixteen shopkeepers, carrying on business in that street, who were this morning charged with gambling on the premises. They were placed before Mr. F. A. Hazelton; and on the charge being proved, the first two men were fined \$50 each, and the remainder \$1 apiece.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Reg.), will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 28th inst.:

March "Handy Across the Sea" Sousa Selection from "The Cleopatra," "Carry Me Back to You," "In the Still of the Night," "Roderick Usher," "The Star-Spangled Banner," "Lorraine Song (or Solo)" "Because" "D'Harlech," Selection from "Palmer," "Pilgrim," "Sullivan Two-Step," "At a Grand Camp Meeting" Mills God Save the King.

A RESIDENT of Kowloon writes complaining that the Police Stations on the other side are not connected with the exchange, so that those who go to the trouble and expense of having the telephone installed in their residences, can only reach the police in an emergency, by very roundabout methods, since a telephone message intended for any of the stations on that side must go to the Central first, and then be transferred "at leisure." We would point out to our Kowloon correspondent that we on this side are in exactly the same position, and all our messages must go through the Central. At times, it is somewhat more inconvenient, but the fact remains that it is so.

A DETERMINED suicide was carried out by a Chinaman at Shau-ki-wan Police Station the other day. The Chinaman had been arrested, it is stated, on a charge of stealing several articles of wearing apparel from a house at Quarry Bay. He was locked up in a cell and left to meditate upon his misdeeds. Apparently he resolved to foil his accuser for he tied his queue to a stanchion along the side of the cell, twined the queue round his neck and deliberately went on his knees in order to strangle himself. When the police went to make the usual call on the prisoner they found him clutching at the side of the door quite dead. The inquest was held to-day and it was found that the Chinaman committed suicide while insane.

REMANDED a week ago, by Mr. H. H. J. Gompertz, to allow the forty Malay seamen—twenty firemen and a like number of deck hands—crew of the steamship *Virgilia*, who are charged with refusing to obey the lawful commands of the captain—to come to some arrangement with the captain to return on board, the men were again placed before the Court, this morning. Mr. Grist, of Messrs. Wilkinson and Grist, who appeared on behalf of the firemen, said that a satisfactory arrangement had been arrived at, and asked for the men's discharge. His Worship dismissed the charge, but ordered that £1, out of each man's wages, should be stopped, in order to pay the Chinese who did their work while they were on strike.

Complainant stated that about 11.30 a.m., on the 23rd inst., he observed the *Jack Lee* moored alongside the Yaumati Ferry wharf, when the latter blew a continuous long blast on his whistle, four or five minutes before the vessel attempted to leave the wharf. When witness asked him what he was whistling in that fashion, the defendant would not give him any satisfactory reply.

Chan Yow, master of the *Jack Lee*, said he blew the whistle to warn intending passengers that he was about to leave the wharf.

He was fined \$20, with the alternative of seven days' imprisonment.

SALVAGE FROM PORT ARTHUR.

INTERESTING RELICS AT THE TAKAO IRONWORKS.

The proprietor of the Takao Ironworks, Kobe, recently purchased eight vessels as they laid at the bottom of the sea in Port Arthur. Two were Russian gunboats, four were Japanese steamers sunk during the "bottling-up" operations—the remaining Russian ships being a steamer and a destroyer. A large quantity of scrap metal, chain cable, pieces of guns, and machinery have been recovered and sent to Kobe, and the salvage is now being sorted out at the ironworks. There are great piles of spent cartridge-cases of all kinds, and intermixed with these are found brass buttons and badges from the Russian forces, and occasionally—but only rarely—foreign coins. Pieces of machine-guns, torpedo-mechanism, side-lights, and various other ship's gear, thickly coated with rust, are set aside as curios, being so corroded by the action of sea water that their renovation is impossible.

An interesting relic of the operations before Port Arthur consists of a large section of iron plate, cut from the stern bulkhead of the *Fukui-maru*, one of the ships sunk by the Japanese to close the entrance to the harbour. Three Japanese characters were painted on the side of the ship by someone on board, to the effect that those who formed the crew of the *Fukui-maru* knew that there was little hope of their return, and were prepared to die. There were about twelve men on board, under Commander Hirose when the ship steamed out to her fate, and how many—if any—escaped when she sank is unknown.

There are also dozens of boxes of bullets and scrap lead, gathered by industrious Chinese from round about the scene of the operations; huge copper steam-pipes—sadly bent and battered—but still good metal; lengths of cable, bits, main bearings, all brought up from the sunken ships. Only a very small proportion of the whole of the salvage has as yet arrived at Kobe, and further consignments may contain more interesting relics of the famous siege.

SHIPPING AND MAILED.

MAILS DUE.

Indian (*Namsang*) 26th inst., 6 p.m.
German (*Prinz Waldemar*) 27th inst.

German (*Prinz Heinrich*) 27th inst., p.m.

Australian (*Empress of Japan*) 4th inst.

Canadian (*Empress of Japan*) 4th inst.</p

TELEGRAMS.

[Reuters.]

The Rising in Cuba.

London, 22nd August.

Gomez, the famous leader in the American war, has joined the rising in Cuba. The inhabitants of the country districts are flocking to Havana.

Later.

Another fight has occurred near Havana, in which the insurgents were repulsed.

The leader Gomez has been arrested on his ranch.

The French Navy.

A French Parliamentary paper estimates the expenditure for 1907 on naval construction at £4,270,600, to include 10 battleships and 51 submarines.

Torpedo-boats will be replaced by destroyers.

Later.

The Valparaíso Earthquake.

The latest careful estimate places the death roll at certainly several thousands, and each day brings fresh news of towns and villages destroyed. Naval detachments are landing at Valparaíso, assisting to maintain order and to clear up the wreckage.

The British Consulate was destroyed, and the Consul injured.

The "Dreadnought."

It is announced in Portsmouth that the Dreadnought will be ready for sea on the 1st September, three months before her time, making a world's record.

Bulgaria and Turkey.

Replying to the Turkish note complaining of the anti-Greek agitation, the Bulgarian Government says that the Porte is not entitled to interfere in the internal affairs of the Principality; that the Greek persecutions are merely the effect of the anti-Bulgarian atrocities in Macedonia, and that the Porte had better restore order in its own country.

THAT DISPUTED SIGNATURE.

PLAINTIFF NON-SUITED.

The much adjourned case in which Sudha Singh sued Ha Hau for recovery of the sum of \$30, alleged to be due on a promissory note, signed by the defendant in favour of plaintiff. Both parties were stated to be employed at the Sugar Refinery, as watchman and sister, respectively.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiffs, defendant appearing in person.

His Honour: Well, now, Mr. Gardiner, have you secured your witness? I don't think it is much good your going on.

Mr. Gardiner: I have not got the European but I have the No. 1 Fitter employed at the Sugar Refinery.

His Honour: Well, I'll hear him, but I don't see the use of it; your own witnesses contradicted each other about where the money was paid.

Mr. Gardiner: Well, I think there was some mistake there, my Lord, the man—

His Honour: Oh, no, there wasn't. The plaintiff said the money was paid, and the note signed in a shop opposite Jardine's Bazaar, then comes his own witness, who says the transaction took place near the Wanchai Mar et. The men from the shop were not produced, and I sent both parties, with the bailiff, to go and find them, when they all said they did not know either of the parties, and know nothing about the transaction.

Mr. Gardiner: It was only a tea-shop, my Lord, and it is quite likely that the money could be paid and the note signed without any of the folks in the shop noticing what was going on.

His Honour: Yes, that is quite possible; go on.

Mr. Gardiner: Well, I'll put this man in the box.

His Honour: You can if you like, of course; I'll hear him, but I have told you before I am not inclined to believe them.

Cheung Wai Tong said he was the No. 1 Fitter at the Sugar Refinery Company; he did not know Ah Hau—there was no man employed there as Ah Hau, there was Ah Po, or Chan Ah Po. Defendant was the man known as Ah Po.

His Honour: "Ah" is nothing, it has no meaning; it is a common affix to the first name. The man has admitted that his name is Chan Ah Po, though he is known as Ha Hau. Witness (pointing to defendant): This Chan Ah Po, or Ha Hau.

His Honour: What do you know about this transaction?

Witness: I don't know anything at all.

His Honour: The plaintiff has no case and must be non-suited, with costs.

Defendant: My Lord, I want to be allowed to say something.

His Honour: Alright; what do you want to say?

Defendant: I want to bring an action against these people.

His Honour: You can do as you like about that; you do not require my permission, but I am afraid you will waste your money.

THE late Hamburg-Amerika liner *Allemannia*, a four-masted, steel steamer of 4,630 registered tonnage, has been disposed of to a Japanese firm through Messrs. Becker & Co., of Kobe, and delivered to her new owners at Blago Dock, Inoshima. The *Allemannia* has been for many years on the Hamburg-New York run, carrying passengers and mails, and was built in 1893.

ALLEGED BRIBERY.

SANITARY INSPECTOR ON TRIAL.

"LEAVE THE COLONY AND SAVE ME TROUBLE."

The hearing of the case in which Francis Ward, a sanitary inspector, was charged with accepting bribes from one Chan Tsun, on divers dates, and attempting to obstruct the course of justice by threatening Chan Tsun not to appear before the Royal Commission to be examined, was continued before Mr. F. A. Hazelton, at the Police Court, this afternoon.

The Crown Solicitor, Mr. F. B. L. Bowley, of Messrs. Dennis and Bowley, prosecuted, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, defended, and Chief Detective Inspector Hanson watched the case for the police.

Continuing his evidence from the previous day's examination, Chan Tsun declared that on the 1st or 2nd July (he could not be sure) he was served with a subpoena to attend the Commission to give evidence. Between the date when his books were seized and the date when he was handed the subpoena witness saw the prisoner, in the District Sanitary Office, at Pokfulam. At that interview there were two Chinese clerks or interpreters present. Prisoner said: "Your books have been seized by the Government; the money you paid to me must have been entered in those books. This matter has passed through your hands only. Now, if you return to your country there will be no trouble. Now, do you promise me to do that? If you leave Hongkong I will look after your interests."

Witness replied: "I don't know whether the entries are in the books or not. There is plenty of time for me to run away when the Government question me."

Chan Tsun was cross-examined by Mr. Grist. He said that on 24th December, 1905, he paid the sum of \$20, at the second house in Chater Street, first floor. When the money was handed over no one was present—the cook being in the kitchen and accused lying in bed. After that, and just before witness left the premises, the defendant called the cook. The only conversation witness had with the cook in the house was when accused told the cook to tell witness that he (defendant) was only remaining in that house for two days, as he was about to remove to No. 1, Chater Street, second floor. Witness did not know the name of the cook, but he thought that he could recognise him again. On 28th June witness went to the branch office at Pokfulam, at 9 a.m., and saw defendant and two Chinese interpreters. He remained there for about ten minutes.

Re-examined by Mr. Bowley, witness said that as he was leaving the branch office he saw the senior inspector of Nos. 9 and 10 to districts. His name was Connolly. The senior inspector spoke to him.

Mr. Bowen-Rowlands, secretary to the Commission appointed by the Governor to inquire into the working of the Public Health and Buildings Ordinance, spoke as to the subpoena issued by him and served on Chan Tsun and Chan Pui ordering them to appear before the Commission for examination.

At this point Mr. Bowley said that as he had no other witness to call to-day he would ask for an adjournment.

Mr. Grist objected to an adjournment; whereupon Mr. Bowley said that when the examination of Chan Tsun was over he thought that some time would have been spent in cross-examination. Now he learnt that cross-examination was reserved, and as his last witness Chan Pui—was out of the Colony, he could not proceed with the case, and repeated his request for an adjournment.

The case was then adjourned until next Monday afternoon, at 2.15 o'clock.

THE DISTRICT MARINDUQUE.

FOUND BY A JAPANESE STEAMER.

The vessel picked off the Loocabao islands, northeast of the Formosin coast, by the Japanese steamer *Helen Maru*, and towed into the harbour of Miyako, has been identified beyond any reasonable doubt as the bulk *Marinduque*, belonging to a Chinese merchant named S. Pollicarpio who lives in Cavite, says the *Cablenews*. The *Marinduque*, it will be remembered, was being towed over to Hongkong by the steamer *Taming*, but broke adrift and had to be abandoned, in the China sea last June. Evidently she drifted into the current flowing east and north between Formosa and Luzon and was making for the Pacific when overtaken by the *Helen Maru*. When the *Marinduque* was at Cavite preparing to get towed to Hongkong, the launch *Castellano* was lying near. Young Pollicarpio, the son of the owner of the *Marinduque*, went in swimming one day and while playing in the water, took two of the *Castellano*'s life buoys into the water and afterward on board of the *Marinduque* where they were left and later on the latter boat when she left for Hongkong. These are the buoys that are mentioned in the letter of Ambassador Wright to Governor Ide, written from Tokio last month, and in which the name of the buoys is miscalled *Custrand*. The name of the *Marinduque* was on both sides of her bow and it is more than likely that the tow line had rubbed out some of the lettering and caused the remainder to look something like *Marinto*, the name reported at Tokio by the officers of the *Helen Maru*. As far as the steamers wrecked since July, 1905, the *Marinduque* is the only one that could be possibly have been drifting around the China sea, there is little doubt of the accuracy of the identification. It is a queer coincidence that on the same day that a list of all the lost and missing Manila vessels over 100 tons was made by Mr. Callahan of the license division, for submission to the Harbormaster and was at the date before that official, there walked into the office the Chinese merchant and his son that owned the *Marinduque* and possessed the only clue to the identity of the vessel concerning which there has been so much conjecture.

AN ELOPEMENT IN CHINA.

STRANGE DISAPPEARANCE OF A WIFE.

A Chinese shopkeeper, carrying on business in the interior of China, related a story to Mr. H. H. J. Gomez, showing how his wife, without the least provocation, left his protection and came to Hongkong with another man. That man, Lam Chak Chun, alias Lam U, a coolie, was charged this morning with harbouring another man's wife. He said that he married his wife when he was 27 years of age—he was now 43 years old. His wife was then only 17 years of age. His marriage was legal, according to the laws of China. There certainly was a go-between, a marriage document—which was lost—and the usual wedding chairs and the firing of crackers. He said that he was an honest trade; his wife always had plenty of rice to eat; he never assaulted her, he was not a gambler or a robber, yet she ran away from his house. His Worship asked the witness to relate the circumstances under which his wife disappeared. He said that accused was a clamancer of his, and a frequent visitor to his house. One day last year witness left the village to go to purchase goods for his shop. When he returned his wife had disappeared, not forgetting, however, to remove her boxes. He made inquiries of the neighbours and he was told that accused had taken her away. She left her three sons behind. Witness tracked her to Hongkong and invoked the aid of the police, and yesterday when he visited No. 9, Bowrington Canal, he saw his wife sitting near a table rolling cigarettes. The accused was also there and was arrested.

Defendant denied harbouring the woman in the Colony. He was on friendly terms with her in the interior, but he never eloped with her. On the day he was alleged to have taken the woman away from her home defendant said he went to her house to look for her husband and then he learnt that the man had left the village and would not return until late that evening. He went into the house, had a cup of tea and a conversation with the shopkeeper's wife, then he borrowed 22 cents from her and came to Hongkong. The woman denied knowing or even coming to the Colony with the defendant.

Defendant said that it appeared to him that the woman lived on, he thought, in the interior, but he never eloped with her. On the day he was alleged to have taken the woman away from her home defendant said he went to her house to look for her husband and then he learnt that the man had left the village and would not return until late that evening. He went into the house, had a cup of tea and a conversation with the shopkeeper's wife, then he borrowed 22 cents from her and came to Hongkong. The woman denied knowing or even coming to the Colony with the defendant.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.**OUTWARD.**

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"BELLEROPHON"	27th August.
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th August.
* MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOME"	30th September.
* GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

* Taking cargo for Liverpool at London rates.

† Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"BELLEROPHON"	30th August.
all PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"STENTOR"	8th September.
PACIFIC COAST		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.

CHINA NAVIGATION CO., LIMITED.

STEAMERS. TO SAIL

TIENTSIN	"KWEICHOW"	15th August.
MANILA, ZAMBANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	27th "

MANILA "TEAN" 28th "

SHANGHAI "SHAOHSING" 31st "

† Taking cargo on through bills of lading to all Yangtze and Northern China ports.

* The attention of passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with electric light. Unrivalled table. A duly qualified surgeon is carried.

† Taking cargo and passengers at through rates for all New Zealand and other Australian ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.

HONGKONG—MANILA.

Highest class, newest, fastest and most luxurious steamers between Hongkong and Manila.—Saloon amidships—Electric light—Perfect cuisine—Surgeon and stewardess carried—all the most up-to-date arrangements for comfort of passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUBI.....	2540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For freight or passage, apply to

SHewan, Tomes & Co.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906.

[7]

HONGKONG—NEW YORK.**AMERICAN ASIATIC STEAMSHIP CO.**

FOR NEW YORK via POETS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

About

"JOHN HARDIE"..... 25th August.

"SOUTH AMERICA"..... 10th October.

For freight and further information, apply to

SHewan, Tomes & Co.,
General Agents.

Hongkong, 15th August, 1906.

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Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
35, Des Vaux Road Central,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd July, 1906.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AUGUAR STREET.
REASONABLE FEES.
Consultation Free.

Hongkong, 3rd July, 1906.

HAMBURG-AMERIKA LINIE
EAST ASIATIC SERVICE.**HOME-LINE.**

STEAMERS.	OUTWARD.	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
* HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.

HOMeward.

STEAMERS.	OUTWARD.	TO SAIL
* SILESIA	NAPLES, HAVRE, BREMEN AND HAMBURG, Via SINGAPORE, PENANG and COLOMBO	6th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	20th September.
LIBERIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	22nd September.

STEAMERS.	OUTWARD.	TO SAIL
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	and October.
SEGOWIA	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th October.
HABSBURG	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	30th October.
BRISGAVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	13th November.
SITHONIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	27th November.
RHENANIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th December.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washerwoman.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg to be followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

DAEPHNE	NAGASAKI AND VLADIVOSTOK	FRIDAY, 31st August, Freight and Passengers.
I KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking cargo at through rates to Tsingtao and Chemulpo.

For freight and passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

SIEMSSSEN & CO. [654]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

MANILA "LOONGSANG" SATURDAY, 25th August, 4 P.M.

TIENTSIN "CHEONGSHING" WEDNESDAY, 29th August, 4 P.M.

SHANGHAI "CHOVSANG" THURSDAY, 30th August, 4 P.M.

MANILA "YUENSANG" FRIDAY, 31st August, 4 P.M.

* These steamers have superior accommodation for first-class passengers, and are fitted throughout with electric light.

* Taking cargo on through bills of lading to Chefoo, Tientsin, Newchwang and Yangtze ports.

For freight or passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th August, 1906. [664]

Shipping.**Arrivals.**

Cyclops, Br. s.s., 5,774, J. Pulford, 23rd Aug.—Glasgow via Liverpool and Singapore, 18th Aug.—Gen.—B. & S.

John Maru, Jap. s.s., 702, H. Ohta, 23rd Aug.—Tamsui via Amoy and Swatow 22nd Aug.—Gen.—O. S. K.

Taiokan Maru, Jap. s.s., 2,881, I. Narasaki, 23rd Aug.—Kuchisoto 18th Aug.—Coal—M. B. K.

Progress, Ger. s.s., 65, H. Pihren, 23rd Aug.—Kwong-chau-wan 1st Aug.—Gen.—S. & Co.

Lydia, Ger. s.s., 2,700, C. Meyer, 23rd Aug.—Saigon 14th Aug.—Rice—S. & Co.

Prometheus, Nor. s.s., 1,023, O. Korneliusen, 23rd Aug.—Bangkok 17th Aug.—Rice—N. Y. K.

Minnesota, Am. s.s., 13,123, J. H. Rinder, 24th Aug.—Seattle 25th July, and Shanghai 2nd Aug.—Gen.—N. Y. K.

Tean, Br. s.s., 1,346, Sommerville, 24th Aug.—Manila 21st Aug.—Gen.—B. & S.

Quarta, Ger. s.s., 1,825, H. Madsen, 24th Aug.—Surabaya 12th Aug.—Gen.—S. W. & Co.

Kweichow, Br. s.s., 1,215, G. Hooker, 24th Aug.—Canton 23rd Aug.—Gen.—B. & S.

Haimun, Br. s.s., 636, A. J. Robson, 24th Aug.—Fouchow 21st Aug.—Amoy 22nd, and Swatow 23rd, Gen.—D. L. & Co.

Arapuna, Ger. s.s., 1,198, J. Ernst, 24th Aug.—Portland, Or.—Gen.—P. & A. S. Co.

Apenrade, Ger. s.s., 611, H. N. Gouard, 24th Aug.—Hillock 13th Aug.—Gen.—J. & Co.

Benvo lich, s.s., 2,162, Macintosh, 21st Aug.—Mojo 10th Aug.—Gen.—G. L. & Co.

Clearances at the Harbour Office.

Laertes, for Saigon.

Lydia, for Shanghai.

Progress, for Kwong-chau-wan.

Dalat, for Singapore.

Queen Alexandra, for Sourabaya.

Departures.

Aug. 24.

Choufa, for Hoihow.

Laertes, for Saigon.

Queen Alexandra, for Sourabaya.

Kwangtung, for Canton.

Fooshing, for Swatow.

Kohschung, for Bangkok.

Passengers arrived.

Per John Maru, from Coast Ports—150 Chinese.

Per Haimun, from Coast Ports—Mr. Nicholls, and 128 Chinese.

Per Tean, from Manila—Mrs. H. Gordon, Miss D. Grant, Messrs. B. Garrett, C. W. Barry, F. J. Cody, M. P. Fox, F. Cordero and P. Cordero.

Per Minnesota, from Seattle, &c.—Mr. Mary B. Adams, Mrs. Mary E. Adams, Mr. J. Amin and serv't, Mr. and Mrs. S. G. Andrus, Mr. V. S. Andrus, Mrs. K. T. Ashton, Mr. Mrs. T. M. Bieler, B. H. Blundell, Mr. and Mrs. J. F. Connolly, Mr. and Mrs. C. L. Gorham, Messrs. G. E. Geer, Leo Goodkind, Mr. and Mrs. W. L. Gracey, Rev. and Mrs. C. F. Hartzell and child, Rev. and Mrs. M. O. Buddleton, Mrs. L. E. Jacks, M. W. R. McGrath, Mr. and Mrs. J. McLaughlin and 2 children, Messrs. R. Mannheimer, Rev. and Mrs. E. A. Aymer, Mrs. A. R. Scott, Mr. C. C. Scott, Mrs. Nellie Sebree, Mrs. W. E. Thomas, Mr. and Mrs. J. H. Todd, Mrs. S. L. Thompson, Mr. W. E. Wichmann, Mrs. E. McMahan, Mr. T. Ter Moulen, Miss E. Musteit, and Mr. J. Muskeit.

Vessels in Port.

STRAYBIRDS

Amoy, Ger. s.s., 663, H. Branckx, 18th Aug.—Amoy 17th Aug.—Ballast—S. W. & Co.

Brahm Thuan, Fr. s.s., 48, G. Rouet, 22nd Aug.—Bangkok 15th Aug.—Rice—A. K. & Co.

Calso, Nor. s.s., 1,381, J. Larsen, 17th Aug.—Samarrang 7th Aug.—Sugar—A.gaard, Thoresen & Co.

Catherine Apca, Br. s.s., 1,730, W. D. A. Thomas, 21st Aug.—Calcutta via Penang and Singapore 16th Aug.—Gen.—D. S. & Co., Ltd.

Chiuyen, Ch. s.s., 1,177, C. Stewart, 23rd Aug.—Canton, 2nd Aug.—Gen.—C. M. S. N. Co.

Coptic, Br. s.s., 2,744, W. Finch, R.N.R., 20th July—San Francisco 27th June, Yokohama 15th July, Kobe 15th, and Nagasaki 17th, Mutsu and Gen.—O. & O. S. S. Co.

Debi, Br. s.s., 4,783, J. Andrews, R.N.R., 23rd Aug.—Shanghai 21st Aug.—Mails and Gen.—P. & O. S. N. Co.

Ellisworth Rickmers, Ger. s.s., 997, W. Böte-führ, 22nd Aug.—Bangkok 13th Aug.—Gen.—C. P. R. Co.

Emmi Luyken, Ger. s.s., 1,159, G. Cormand, 16th July—Mauritius 20th June, Sugar—Wing Sing & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 14th Aug.—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug.—Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s., 1,380, G. M. Gundersen, 19th Aug.—Singapore 12th Aug.—Timber—Order.

Germania, Ger. s.s., 1,000, H. Flügel, 13th Aug.—Sydney 26th June, Copra—S. & Co.

Gloesfarg, Br. s.s., 2,350, H. W. L. Holman, 21st Aug.—Iquique and Callao 26th June, Gen.—T. K. K.

Glenurust, Br. s.s., 3,025, Webster, 24th Aug.—Shanghai 11th Aug.—Gen.—McG. Bros. & Gow.

Hongkong, Fr. s.s., 739, A. Suxoni, 23rd Aug.—Haiphong and Hoihow 22nd Aug.—Gen.—A. R. M.

John Hardie, Br. s.s., 2,818, D. S. McMillan, 23rd Aug.—Amoy 2nd Aug.—Gen.—S. T. & Co.

Kowloon, Ger. s.s., 2,326, H. Siehr, 16th Aug.—Moli 10th Aug.—Gen.—H. A. L.

Loongsang, Br. s.s., 1,092, A. G. Smith, 20th Aug.—Amoy 17th Aug.—Gen.—M. & Co.

Loyal, Ger. s.s., 1,237, F. Natzke, 17th Aug.—Hollo 12th Aug.—Sugar and Wood—S. & Co.

Mongolia, Am. s.s., 8,759, W. P. S. Porter, 15th Aug.—San Francisco 20th July, Yokohama 7th Aug., Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. & S. S. Co.

Nell MacLeod, Am. s.s., 901, E. Corral, 19th June—Manila 16th June, Ballast—Barrett & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June—Manila 9th June, Ballast—Barrett & Co.

Pakiat, Ger. s.s., 1,018, H. Demes, 19th Aug.—Bangkok 16th Aug.—Rice and Wood—B. & S.

Peik, Nor. s.s., 745, J. Lorentzen, 13th Aug.—Hollo 8th Aug.—Sugar and Sapan Wood—Angard, Thoresen & Co.

Petchaburi, Ger. s.s., 1,173, Gouravach, 17th Aug.—Swatow 16th Aug.—Rice and Timber—M. & Co.

Petrarch, Ger. s.s., 1,152, R. Hatje, 12th June—Saigon 7th June—Gen.—S. W. & Co.

Tientsin—Per Cheongching, 29th Aug.—3 P.M.

Europe, &c., India, via Tuitcorin—Per P. E. Friedrich, 29th Aug., 11 A.M.

Tientsin—Per Cheongching, 29th Aug.—White

Shanghai—Per Chayzang, 30th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Express of India, 30th Aug., 3 P.M.

Shanghai—Per Shaoching, 31st Aug., 3 P.M.

Manila—Per Yuensang, 31st Aug., 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 1st Sept., 11 A.M.

Manila—Per Zafra, 1st Sept., 11 A.M.

Europe, &c., India, via Tuitcorin—Per Caledonian, 4th Sept., 11 A.M.

Singapore, Penang and Calcutta—Per Hakata Maru, 4th Sept., 5 P.M.

Nagasaki, Kobe and Yokohama—Per Kumano Maru, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Victoria 7th Aug.—Manila 10th Aug.—Gen.—S. W. & Co.

Zungara, Br. s.s., 2,465, T. C. W. Thompson, 19th Aug.—from Xmas Island, Phosphates—M. B. K.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, Gen.—Shanghai via Fouts 24th June, Gen.—B. & S.

Manila—Per Zafra, 1st Sept., 11 A.M.

Manila, Thursday Island, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Nikko Maru, 7th Sept., 11 A.M.

Manila—Per Rubi, 7th Sept., 11 A.M.

Vinila, Simpoobahen, Fr. Wilhelmshafen, Herbershohe, Matupi, Brisbane, Sydney and Melbourne—Per Prins Waldemar, 18th Sept., 11 A.M.

Manila, Thursday Island, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Nikko Maru, 7th Sept., 11 A.M.

Manila—Per Rubi, 7th Sept., 11 A.M.

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Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, Mediterranean Ports, Plymouth and London. (Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 25th August, at noon, to Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 6,532 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Sails and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 7th October, 1906.

Cargo for Bombay and via Bombay will be conveyed from Colombo to Bombay per S.S. Masson.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent,

Hongkong, 24th August, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Platades	3,753	F.G. Purington	15th Sept.
Lyra	4,417	G. W. Williams	29th Sept.
Shawmut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. W. Garlick	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 22nd August, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About "ATHOLL" 8th September.

"ERROLL" To follow.

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 17th August, 1906.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and dares to state that she will be pleased to receive orders for all kinds of NEEDLES WORK.

Gentlemen's Shirts made to order, and Collars and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY \$22.50

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS' OLD HIGHLAND 22.50

C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOKOSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,000,000	\$1,712,472	Ex. 2/1/6=\$16.47 for first half- year 1906	5 1/2 %	\$83 ex div. London £94.10/- \$47 sales
National Bank of China, Limited	99,925	\$7	\$6	\$1,737,317 \$150,000	\$74,099	5 1/2 (London 3/6) for 1903
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$330
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,153,814 \$569,779 \$380,000	\$2,702,271	Interim div. of 5/9 for 1905	4 1/2 %	\$793 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	161,787 \$15,527	\$108,334	\$1 1/2 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$120,487	\$344,068	66 for 1st 1/4 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$120,928	\$422,618	\$25 for 1904	7 1/2 %	\$324 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,618 \$88,431	\$6,563	Nil.
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	\$5,464	1 1/2 for 1st half-year 1906	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$1,443,767 \$120,000	Tls. 280,918	10/- @ ex 2/1 9/16-\$1.49	6 1/2 %	\$75
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,999	Tls. 2.4.2	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$16,000	Tls. 2.1.156	Final Tls. 4 making Tls. 3 for 1905	6 1/2 %	Tls. 51 sellers
Do. (Preference)	100,000	\$1	\$1	\$400,000	Tls. 207,815	1/ (Coupon No. 6) for 1905	4 1/2 %	\$29
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$14,144 \$65,000	Tls. 218	\$1.50 for year ending 30.4.1906 \$0.75	5 1/2 %	\$20
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$13,917 \$18,000	Tls. 301,479 Tls. 48,000 Tls. 81,200	Tls. 24 for year ending 30.9.04
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$16,000 \$80,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	\$80,000 \$140,000	\$10,914	Final of \$15 making \$25 for 1905	7 %	\$145
Lucon-Sugar Refining Company, Limited	7,000	\$100	\$100	\$86,129 \$132,588	Tls. 132,588	\$3 for 1907	...	\$211 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$16,000	Tls. 3,723	Tls. 24 for year ending 30.9.04	...	Tls. 8-10 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$80,000 \$26,013	\$13,355	1/ (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$96,9,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14 nominal
Club Australian Gold Mining Company, Limited	150,000	\$1	\$10	\$4,873	Dr. \$8,745	No. 12 of 1/-=48 cents	...	\$74
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$550,000 \$36,169 \$20,000	\$20,010	Final of \$3 making \$6 for 1905	5 1/2 %	\$16
Imperial Hongkong Wharf Company, Ltd.	10,000	\$50	\$50	\$49,500	\$39,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$143 ex div.
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 101 sellers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,065	Tls. 5,668	Final of Tls. 8 making Tls. 14 for 1905	5 1/2 %	Tls. 225 buyers
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	...
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	T					